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[a34-1]

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Hongkong, 1st April, 1909. [1260]

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A MAGNIFICENT BRAND, SPECIALLY
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Non-Poisonous and Non-Irritant to Human and Animal life. Non-Corrosive.
One Gallon will make 400 Gallons of Efficient Disinfectant. Perfect Emulsion in Water.

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THE GOLD MEDAL for Quality in the
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VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 19th, 1910,
STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—
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FARES TO LONDON—
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A Quantity of NETTING for Tennis
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BEDS, from \$40.00.
CHINA EXPRESS CO.,
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REMAINING Portions of MARINE
LOTS 31 and 36, at PRATA EAST.
Approximate Area 43,000 Square Feet.

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EXTENSIVE WATER
FRONTAGE, DEEP WATER.

Apply to
G. FENWICK & Co., LTD.,
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PRATA EAST, HONGKONG.
Hongkong, 8th June, 1906. [a4-168]

FOR SALE

THE Cutter Yacht "BRYNHILDE," as
also the off Ash-Kino, with all Gear and
Stores, Bedding and Mice Traps on Board.
Length over all 42 feet; Beam, 10 feet 3
inches; Draught, 5 feet
Lead 350, weighing 7,050 lbs. Teak Hull.
Copper Bottom.
New Sails Area about 4,700 square feet.
Large English built Dinghy, Three Anchors,
Chain and Hemp Cables, Two Life Boats,
Compass, Lights, &c.
Complete and ready for use.

LEIGH & ORANGE
Princes Building
2, Des Voeux Road Central
Hongkong, 31st December, 1909. [106]

THE SWATOW DRAWN WORK CO.

174, QUEEN'S ROAD CENTRAL.

MANUFACTURERS of the best quality of

Hand-made Drawn Chinese Linen and
Gross Cloth. All kinds of Silk of best quality,
Canton Embroidery, and Chinese Laces from
the latest French Patterns.
Hongkong, 25th December, 1909. [1432]

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MERCHANT NAVY
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[1535]

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FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 300 Persons.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
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Electric Lifts to each Floor.
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Every Comfort.
Ladies' Afternoon Tea Rooms.
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Metron in attendance.
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[a35] A. F. DAVIES, Manager.

KING EDWARD HOTEL

A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a208]

"KINGSLORE," PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND
MACDONNELL ROAD.
Telephone No. 134.
Telegraphic Address: "SACHSOLA."
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ELECTRIC LIGHT, Hot and Cold Water,
throughout. Billiards, Tennis, Croquet,
putting green and fine stabling for horses.
[a27] Proprietress, Mrs. G. SACHSE.

"BRAESIDE," PRIVATE HOTEL.

STANDING in its own grounds with Tennis
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Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
Telephone No. 690.
Apply to—Mrs. F. W. WATTS.
"Braeside," 20, Macdonnell Road,
Hongkong, 4th December, 1907. [a36]

DON'T "BATCHE" IN BATCHES!!!

WHEN you may have ALL the Comforts
at low Cost at
THE WAYERLEY,
PRIVATE BOARDING HOUSE,
43, Robinson Road.
Newly decorated and fitted with every modern
convenience.
Culinary excellence.
Tennis Court.
Terms, Just Right!
Mrs. W. U. EMBELLEY
Proprietress.
Hongkong, 1st November, 1909. [a4]

VICTORIA HOTEL

SHAMBER—CANTON.
MANAGER—MR. H. HAYNES.
Telegraphic address—VICTORIA, SHAMBER.
SITUATED ON THE BRITISH CONCRESSION.

MACAO HOTEL

MACAO
Telegraphic address—"FARMER, MACAO."
SITUATED IN THE CENTER OF PRATA GRAND
Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every information and Special attention given
to Tourists.
REASONABLE RATES.
WM. FARMER,
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[a1625]

"BOA VISTA" (HOTEL, SANITARIUM OF SOUTH CHINA), MACAO.

This Hotel is under European manage-
ment and most strict supervision as to
food, cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous for
a few days rest and quiet.
Convenient accommodation for travellers
paying a visit to the historical and picturesque
city of Macao.
Macao is 40 miles south-west of Hongkong
Two steamers (s.s. *Sus An* and *Sai Fui*) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.
Cable address—"BOA VISTA."
For Terms, apply to
THE MANAGER. [a215]

PABST EXTRACT.

THE best TONIC for keeping in perfect
health in the Tropics.
It is a Liquid Food in predigested form
containing all the heating, soothing and toning
effects of the choicest hops. Nearly 700
alcohol. Highly recommended by the best
medical profession in cases of DEBILITY
after MALARIA, from OVERWORK, or
other causes; ANEMIA; NERVOUSNESS
or DYSPERBIA. Samples on Application.
SIEMSEN & CO.,
Agents.
Hongkong, 14th December, 1909. [1519]

RANDOM REFLECTIONS.

The Race an over and serious view of life has become general.

Now is indeed the time for reflection. The ordinary individual is inclined to review his or her course of action during the past week and to indulge in regrets for lack of resolution at certain times and for not following inclination at others, but bitter thoughts afford little consolation for empty pockets.

I wondered, as I looked at the Jockey Club enclosure at the Happy Valley, strewn with discarded pari-mutuel or sweepstake tickets, what a philosopher of the type of Carlyle would have said had he been present. He would probably have found some equivalent for his original remark that the population of Great Britain consists of thirty-eight millions—mostly fools.

Of course, a philosopher like that is a very superior sort of person. He "is gay ill to leave it" and that being so he left pretty much to himself. I don't mean to suggest that the "intellectuals" are as a rule objectionable people, but I must confess to a liking for the man who comes up smiling after disappointment, and who, while enjoying to the full all the pleasures which come to him, can sum up the philosophy of life in the remark, "One never knows."

It was instructive to note the demeanour of those who patronised the pari-mutuel. There was expectancy and hope seen on most faces, which gave way to a strained expression as the race was in progress, culminating in a shout of joy or a less vehement expression of disappointment according to the order in which the ponies reached the winning post. There was no difficulty in distinguishing between winners and losers, and it was a well-begone crowd which left for home on the last day.

The first race on Wednesday morning provided a surprise when Resolution secured an unexpected win. Nobody had backed him, which is exceptional, as people usually attend the Race Course full of resolution.

If the good Christian who sent a parcel of tracts all the way from Melbourne to an erring brother in Hongkong knew how extensively these pieces of paper had been circulated here, he would not be delighted. But if he was also told where and by what means the messages were brought to prominently before the local public, his delight would probably diminish. It was on the Race Course that the glad tidings were spread, and many of those who received the little folded slips of paper were told that they contained "tips." The last word was sufficient to stir a reader's curiosity, but an inspection showed that the tips were not of the nature for which he searched. Consequently he passed them on to friends, and took tickets in the pari-mutuel or the cash sweep in the hope of receiving tidings of more worldly joy. One man was heard to say that such things were good enough for "the 'entien in his blindness," but were not suitable tickets to circulate among gentlemen gamblers on the Happy Valley course.

Business can have not been too pronounced this week. Even the time-hall at Kowloon had the holiday spirit and struck work.

The new licensing authority is to have its first meeting to-day. Its proceedings should be followed with some interest, especially in view of the licensing experiments which have been under consideration recently.

The man who represented Hongkong at the Manila General has returned, and some interesting reminiscences are being related. One is too good to be left to a limited circle. It relates to a popular young officer who, at the last moment took the place of a chaplain who was going to the place of a chaplain. It had been arranged that the person should be lodged at the residence of a church dignitary in Manila, and, as it was found at the last moment that he could not get away, there was no time to inform the churchman in Manila of the change. When our officer arrived in the Philippines capital he was escorted to the house of the dean and welcomed by his wife. To her it was explained that he was not a clergyman, but he was ushered into the presence of the dean before the latter was acquainted with the fact that the guest was a layman. After a few words of welcome the dean said: "By the way, I would like you to take the sermon on Ash Wednesday." Somewhat taken aback, and not being quite sure whether he was not being treated to a little American humour, the visitor gave a non-committal "Ahem." Thinking the clergyman renewed the request, saying he was sure his flock would appreciate the change in the pulpit. "Well, I don't mind having a layman at it," replied the young officer, beginning to appreciate the humour of the dean. But the unconventional nature of the reply started even an American clergyman, and matters were at this interesting stage when the dean's wife entered the room and explained, much to the relief of the visitor.

The price of a spit on a Glasgow tram is quoted at two shillings and sixpence. This reminds me that the notice on the Hongkong tram that "gentlemen will not spit; others must not" has been withdrawn. Does that mean that the anti-spitting campaign is proving successful?

A medical journal *The Hospital* now deduces that a long course of water drinking produces hysteria and want of control. In view of the number of Hongkongites who as the result of liquor duties have decided to go on the "water wagon," it makes me feel apprehensive regarding their future should they continue in their resolutions.

The A.D.O. must look to its laurels. The Portuguese invader, who has been giving performance of "La Mascotte" at the Club Lusitano, has earned golden opinions, and on Thursday last was honoured by the presence of His Excellency the Governor, His Excellency the General, Vice-Admiral Baron Kamamura and the wife of the Colony, who were agreeably surprised and highly pleased with the performance.

ROBERT R. RANDOLPH.

HONGKONG JOCKEY CLUB.

ANNUAL RACE MEETING.

OFF DAY.

Saturday, February 19th.

The Officials of the Jockey Club are—

Stewards.

His Excellency Sir F. J. D. Lugard, K.O.M.G., C.B., D.S.O.; His Excellency (Vice-Admiral) Hon. Sir H. Lambton, K.C.B., K.C.V.O., A.D.O.; His Excellency Major-General E. G. Broadwood, C.B.; Commodore H. Lyon, R.N.; The Hon. Sir Paul Chater, Kt., C.M.G.; The Hon. Sir Henry May, K.O.M.G.; The Hon. Mr. W. J. Green, F. B. Deacon, Esq.; Major W. A. Eaton, H. J. Gedge, Esq.; J. A. Jupp, Esq.; Capt. F. W. Lyons, N. J. Stabb, Esq.; H. P. White, Esq.

Showers in charge of the Scale—H. J. Gedge, Esq., and Capt. F. W. Lyons.

Handicappers—Major W. A. Eaton and J. A. Jupp, Esq.

Judge—The Hon. Sir Paul Chater, Kt., C.M.G.

Assistant Judge—Major W. A. Eaton.

Time Keeper—T. S. Forrest, Esq.

Hon. Treasurer—J. T. Cox-Edwards, Esq.

Clerk of the Course—T. F. Hough, Esq.

The Off Day on Saturday afternoon provided a very fine afternoon's sport and proved a fitting conclusion to a most successful meeting. The card included six races, and though there was a little delay, the events were carried through satisfactorily. There being fewer "certainties" than at the race meeting proper, the programme was invested with even a greater interest, and the performances of the ponies were closely watched throughout the afternoon. It would not be correct to say that there were any surprises, but the larger dividends paid by the pari-mutuel showed that the favourites were not always coming home as expected. Messrs. Johnston and Buckill did not ride, but Mr. Vida had several mounts, and Captain Taylor was again seen springing silk. The results are detailed as—

THE HAY AND CORN STAKES—Value \$200.

For all griffins that have run at this meeting and not won a race. Weight for griffins as per scale. To be ridden by Jockeys who have not had more than two winning mounts in Hongkong, Shanghai or Tientsin. Unplaced runners allowed 5 lb. Entrance \$5 to go to Second pony. Half a mile.

Mr. Eillard's Snooker, 11st 11lb (Mr. Master) 1.

Capt. Taylor's Tomahawk, 11st 11lb (Mr. Master) 2.

Mr. Dora's Greyback, 10st 10lb, 5lb allowance (Mr. Kilmann) 3.

Mr. Q. T.'s Insaur, 11st 11lb, 5lb allowance (Mr. Kilmann) 4.

Mr. G. Q. Henrique's Valentine, 10st 10lb, 5lb allowance (Owner) 5.

Mr. Mello's Christmas Daisy, 10st 12lb, 5lb allowance (Col. Bayard) 6.

Mr. F. B. Marshall's Cabbage Tree, 10st 12lb (Mr. Blair) 7.

Mr. Ostry's Butcher, 10st 7lb, 5lb allowance (Mr. Hickmann) 8.

Mr. Ostry's Tremor, 10st 12lb, 5lb allowance (Mr. Kilmann) 9.

Mr. Ostry's Lightfoot, 10st 13lb, 5lb allowance (Owner) 10.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 11.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 12.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 13.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 14.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 15.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 16.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 17.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 18.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 19.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 20.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 21.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 22.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 23.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 24.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 25.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 26.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 27.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 28.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 29.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 30.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 31.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 32.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 33.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 34.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 35.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 36.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 37.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 38.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 39.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 40.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 41.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 42.

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Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 54.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 55.

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Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 63.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 64.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 65.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 66.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 67.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 68.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 69.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 70.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 71.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 72.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 73.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 74.

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Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 91.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 92.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 93.

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Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 98.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 99.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 100.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 101.

Mr. E. Kadoorie's Rousmanian Chief, 11st 11lb (Mr. Kilmann) 102.

COMPANY MEETINGS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The ordinary half-yearly general meeting of shareholders in the Hongkong and Shanghai Banking Corporation was held at the City Hall at noon on Saturday. The Hon. Mr. W. J. Green presided, and there were also present Messrs. H. E. Jenkins (Deputy Chairman), R. G. Sheppard, G. Balloch, J. W. Bannock, E. B. Barry, C. R. Tennant, C. S. Gubbay, E. Shellen, F. Lieb, H. A. Siebs (directors); J. R. M. Smith (General Manager); Hon. Mr. E. A. Hewett and Messrs. J. W. C. Bonar, W. H. Wickham, F. Maitland, H. L. Denys, T. I. Rose, G. H. Mathur, N. J. Stabb, J. Cox Edwards, A. B. Rouse, J. Johnston, A. Findlay Smith, W. Dunbar, W. H. Parrell, J. M. E. Maohad, J. Barton, S. Michael, A. H. Ough, Lo Chung Shing, Ho Fook, Wong Leung Him, Lau Pin Chiu and Chan Tong.

The CHIEF MAGISTRATE read the notice convening the meeting.

The CHAIRMAN, having read the report already published, said:—Gentlemen,—At our last meeting I remarked that the one prevailing in the various money markets made it difficult for us to find full and profitable employment for our funds, and as similar conditions have existed more or less during the past six months, it is with little satisfaction that your directors are able to lay before you the report which I have just read. In addition to the usual dividend of 22 per cent, we are again able to recommend a bonus of 5/- per share besides adding \$250,000 to our Silver Reserve Fund, which, with the \$750,000 apportioned to that Fund last June, makes an increase of \$100,000 for the year 1909. This leaves a balance of \$2,629,979.94 to be carried forward, being slightly in excess of the amount brought in from the previous half-year. I hope this distribution of profits will meet with your approval. It is very generally admitted that the past year was not particularly favourable to banking business, especially for a Bank like ours. In times of restricted trade, and curtailment of credit, our deposits increase, and yet we must keep our funds in liquid form, ready to meet any revival in exports and imports, the finance of which constitutes the most important part of our business. Your Directors have much pleasure in acknowledging that the excellent results attained are due to our capable staffs, whose work shows that they have the Bank's interest at heart, and I am sure you will approve of our having voted them a bonus of 10 per cent on their salaries. (Applause.) Turning now to the future, I am glad to say that there appears to be better grounds than ever for believing that a general improvement in trade prospects has set in. India shows a marked recovery; although the total volume of trade in that country during the past year is not greatly in excess of 1908, it has witnessed a return to more normal conditions as regards the balance of exports over imports, the surplus for 1909 being some £35 millions, against \$11,600,000 the previous year, not far short of 1907, when exports exceeded imports by a little over £45 millions. The increased export figures are due to the happy combination of good crops and high prices in several of the principal articles of export. In particular I may mention the big export of wheat last season, and the present cotton crop, which is a record in quantity and seems likely to find a receptive and highly remunerative market. The effect of such excellent harvests must mean prosperity to the people, and can hardly fail to bring about a revival in trade, and a return of confidence, which will gradually provide employment for the recent almost unparalleled accumulation of capital in the chief monetary centres of India.

From the Straits Settlements and Federated Malay States reports are very satisfactory. The high price of rubber has given a great impetus to the development of land for its cultivation. The export of this product, although still considered in its infancy, already figures prominently in the trade returns, and it is considerably anticipated that, in the course of time, the export of rubber from that region will become no insignificant factor in the world's supply. Tin also has benefited from an advance in price, and a year which opened under somewhat gloomy conditions for the Straits Settlements has proved to be one of considerable prosperity, with even better prospects ahead. The importance of the tin industry, combined with the vast possibilities of rubber, appeared to call for increased banking accommodation in the Malay Peninsula, and in deference to the repeated wishes of our friends and constituents, as well as to fortify our position in the Straits Settlements, it was decided to open sub-agencies at Malacca and Kuala Lumpur, as mentioned in the report.

We hear from Saigon and Bangkok that rice in Cochinchina and Siam promises to be full average crops, and as the welfare of the population in those countries is largely dependent on the rice harvest, I hope that the present favourable outlook will be realised, so that we may reasonably anticipate active trade at those important shipping ports, in whose prosperity shipping interests in this part of the world are so intimately concerned.

As regards the Philippines, I am pleased to say that our advice point to brighter prospects opening up for these islands. The rice crop of 1908-9 was disappointing, but the export of hemp was the highest on record, and the Payne Tariff Bill has proved beneficial to sugar and tobacco and is calculated to give a stimulus to the cultivation of these commodities. The introduction of more capital seems to be the chief thing required to bring about greater prosperity, and in the United States of America they have immense resources to draw upon, as soon as capitalists realise that there is safe and profitable employment for their money in the Philippines. Japan, like other countries, has also been passing through a state

COMPANY MEETINGS.

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We hear from Saigon and Bangkok that rice in Cochinchina and Siam promises to be full average crops, and as the welfare of the population in those countries is largely dependent on the rice harvest, I hope that the present favourable outlook will be realised, so that we may reasonably anticipate active trade at those important shipping ports, in whose prosperity shipping interests in this part of the world are so intimately concerned.

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of depression as regards the import trade, which shows a considerable falling off during the past year. This was largely due to a lack of confidence, and a consequent disinclination on the part of Japanese banks to finance enterprises so freely

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 53. Telephone No. 12.

Telegraphic Address: PRESS CODES: A.B.O.

5th Ed-Lieber's

NEW ADVERTISEMENTS

HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND DECLARED for the Half-Year ending 31st December, 1909, at the Board of Directors Meeting together with a Bonus of Five Shillings Sterling per Share of £125 is Payable on and after MONDAY, the 21st day of February, Current, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
J. B. SMITH,
Chief Manager.

Hongkong, 19th February, 1910. [313]

NOTICE

IN CONFORMITY with Article III. of the General Regulations of the Chinese Pilotage Service, a Board of Appointment will hold a COMPETITIVE EXAMINATION at the HARBOR MASTER'S OFFICE, Canton, on the 1st March, 1910, to fill Four Vacancies for Pilots in the Canton Pilotage Service.

Only those who have served an Apprenticeship are eligible for appointment.

Approved:
J. F. OISEN,
Commissioner.

Custom House,
Canton, 16th February, 1910. [314]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR SAVANNA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA,"
Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this Port, on SATURDAY, the 26th March, 1910, at Noon, taking passengers and cargo for the above ports in connection with the Company's steamer "MAURA," 10,303 tons, from Colombo, passengers' accommodations in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France and the for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, after cargo for London, etc., will be conveyed via Bombay by the R.M.S. "INDIA," due to London on the 15th April, 1910.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
B. A. HEWETT,
Superintendent.

Hongkong, 21st February, 1910. [1]

"BAEER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "DACE CASTLE"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods being loaded at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 19th prox. or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on the 25th inst. at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., Ltd.,
Agents.

Hongkong, 19th February, 1910. [312]

EAST ASIATIC COMPANY, LTD., COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"YEDDO"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on 24th inst. at 9.30 a.m.

All claims must reach us before the 28th inst. or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & Co.,
Agents.

Hongkong, 17th February, 1910. [36]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS.

July to December, 1909. With Index. Price £7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 25th January, 1910

PUBLIC COMPANIES

HONGKONG ICE COMPANY, LTD.

THE TWENTY-NINTH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Office of the General Manager at 12.30 p.m. on SATURDAY, 26th instant, to receive a Statement of the Company's Accounts for the year ending 31st December, 1909, and the Report of the General Manager. The TRANSFER BOOKS of the Company will be CLOSED from the 16th Feb. to 26th Feb., both days inclusive.

JARDINE, MATHEWSON & Co., Ltd.,
General Managers.

Hongkong, 9th February, 1910. [21]

HONGKONG FIRE INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS

THE FORTY-FIRST ORDINARY MEETING of SHAREHOLDERS

will be held at the Office of the Undersecretary at 12 o'clock (Noon) on WEDNESDAY, the 9th March, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd February to the 9th March, both days inclusive.

JARDINE, MATHEWSON & Co., Ltd.,
General Managers.

Hongkong, 15th February, 1910. [27]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE FORTY-FIRST MEETING of SHAREHOLDERS

will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 10th March, 1910, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the Year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from 25th February to 10th March, both days inclusive.

By Order,
H. F. HICKMAN,
Acting Secretary.

Hongkong, 17th February, 1910. [30]

GREEN ISLAND CEMENT CO., LTD.

LOST

CERTIFICATE of 50 Shares standing in the Register of this Company in the name of Wong Yik has been LOST.

Script No. 8991-18693/18872=30 Shares.

NOTICE IS HEREBY GIVEN that Duplicate Certificates for the said 30 Shares will be issued on month hence, and that the Original Certificate unless produced within that period will thereafter be held by the Company as null and void.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 16th February, 1910. [30]

INSURANCES

NOTICE

HAVING been appointed AGENTS in Hongkong for the WYVERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates.

JOHN D. HUMPHREYS & SONS,
General Managers.

Hongkong, 18th August, 1909. [108]

NORTH BRITISH AND MERCHANTS' TIRE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.

TOTAL FUNDS as 31st December, 1908 £19,121,310.

I. Authorized Capital £2,000,000

Subscribed Capital £2,000,000

Paid-up Capital £1,215,500

II. Fire Funds £2,000,000

The Underwritten AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 15th January, 1909. [908]

ACCIDENT AND SICKNESS INSURANCE.

THE GENERAL ACCIDENT, FIRE AND LIFE ASSURANCE CORPORATION, LIMITED.

is prepared to extend the benefits of its well-known "HOME" Policies to Hongkong. Fire Risks also Accepted at Current Rates. For Prospectus and Particulars apply to
W. G. HUMPHREYS & Co.,
Agents.

Hongkong, 18th January, 1910. [187]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK"

A.I. A.C. and Engineering Code Used NEW DOCK NOW OPEN.

DOCK NO. 3.

Extreme Length 722 feet

Length on Blocks 714 "

Width of Entrance on Top 964 "

Width of Entrance on Bottom 964 "

Water on Blocks at Spring Tide 344 "

DOCK NO. 1.

Extreme Length 523 feet

Length on Blocks 513 "

Width of Entrance on Top 88 "

Width of Entrance on Bottom 88 "

Water on Blocks at Spring Tide 62 "

DOCK NO. 2.

Extreme Length 371 feet

Length on Blocks 350 "

Width of Entrance on Top 66 "

Width of Entrance on Bottom 66 "

Water on Blocks at Spring Tide 22 "

*PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING, REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL.

A LARGE STOCK of MATERIALS is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 70 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready.

Short Notice.

[605]

ENTERTAINMENT

SALON-CINEMA THEATRE

WYNDHAM STREET (Opposite Post Office)

TWO PERFORMANCES DAILY

6.30 P.M. Half Price 9.15 P.M. Full Price

Mrs. ADA KING, Ballerina

Mrs. BERY CHRYSTAL, Sourette

CARL WALLINER, Vocalist

LATEST NOVELTIES IN FILMS

PROGRAMME CHANGED MONDAYS AND FRIDAYS

MATINEES: SATURDAY AND SUNDAY, AT 4 P.M.

[304]

"SOLIGNUM"

A perfect preservative stain for Wood, Stone and Brickwork.

It protects against Decay, Fungus, Dry Rot, the ravages of insects and vermin (especially the white ant) and the action of the weather.

"SOLIGNUM" REALLY DOES WHAT IS CLAIMED FOR IT, as may be seen from the testimonials of the Government of India, the Sudan, etc.

In Drums and Barrels of Various Colours. Prospectus and all further information from
SIEMSEN & Co.
(Machinery Dept.), Hongkong,
Sole Agents.

Hongkong, 8th December, 1909. [1494]

DR. M. H. CHAUN.

DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A. Telephone 126.

Hongkong, 27th January, 1910. [1152]

SIEN TING

SURGEON DENTIST,
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [1221]

GRACA & CO.

27, DES VUEX ROAD.

Dealers in

ASIATIC POSTAGE STAMPS AND PICTORIAL POST CARDS.

JUST Received a collection of POSTAGE STAMP CATALOGUE for 1910.

Picture and Painting Books, Novels, Postage Stamp Albums with Movable Leaf, Puzzle Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, etc., etc.

Inspection Invited. [110]

SINGON & CO.

IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Equitry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HONG LOOKE STREET, (2nd Street, west of Central Market) Telephone No. 115.

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [1127]

A. TACK & CO.

26, DES VUEX ROAD, CENTRAL.

THE LARGEST PHOTO-SUPPLIES

IN THIS COLONY.

DEVELOPING, PRINTING & ENLARGING UNDERTAKEN.

Hongkong, 4th February, 1910. [38]

NOW ON SALE.

MAIL TABLES

for 1910.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card 30 Cents

On Paper 20 "

On Sale at the Hongkong Daily Press Office.

TO LET

TO LET

GODOWN No. 4, Prap, Kennedy Town.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st February, 1910. [90]

TO LET

LAKESIDE, No. 2, BOWLING ROAD, 7 ROOMS, with Electric connection, Tennis Court and Garden.

Apply to—

LEUNG KIN ON,

Care of Netherlands Trading Society, Hongkong, 19th February, 1910. [310]

TO LET OR FOR SALE

DEERINGTON, PRAP ROAD, No. 2.

SHORNCLEIFFE, Garden Road, 7.

For Particulars apply to—

C. SCHROTER,

King's Buildings, 11th, Care of General, Brierley & Co. Hongkong, 1st December, 1909. [86]

TO LET

TO BE LET

WITH Possession from March, 1910 (Unfurnished or if desired the furniture could be taken over at a valuation).

"LAN MOR," Peak Road, Six Rooms semi-detached house, commanding a good view of the harbour. Tennis Court and Vegetable Garden.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau Ma Tei, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, etc.

Apply to—

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 1st December, 1909. [99-109]

TO LET

GODOWNS in MASON'S LANE, between Wyndham and Zeland Streets, lately vacated by Messrs. Barretto & Co., suitable for Cinematograph show or storage.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 5th January, 1910. [130]

TO LET

A HOUSE in Wang Nei Chung Road.

A HOUSE in RYAN TERRACE.

OFFICES To Let, No. 2, Connaught Road, 3rd Floor.

No. 9, MACDONNELL ROAD.

No. 10, DES VUEX ROAD CENTRAL.

1st FLOOR.

OFFICES in YORK BUILDING.

GODOWNS in PRATA EAST, BLUE BUILDING.

FLATS in MORTON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 10th February, 1910. [87]

TO LET

RESIDENTIAL FLAT, Hotel Mansions.

OFFICES, Hotel Mansions.

Apply to—

HENRY HUMPHREYS,

Alexandre Buildings, Hongkong, 2nd February, 1910. [151]

TO LET—FURNISHED.

"THE GROVE," MACDONNELL ROAD, Hongkong, 8-Roomed House, fitted with Electric Light, detached Servants' Quarters and Tennis Court, from 1st May, 1910.

Apply to—

PERCY SMITH & SETH.

Hongkong, 11th January, 1910. [159]

TO LET

NOS. 52 and 69, CAINE ROAD.

Apply to—

HO U HING,

81, Queen's Road Central, Hongkong, 2nd February

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



BEWARE OF IMITATIONS.
THE SAME TODAY AS IN 1746.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from all wine merchants.



These tiny Capsules — superior to Copiba, Cubebs, and Infusions — CURE the same diseases as these drugs in without inconvenience.
Each Capsule bears the name.
Paris, 8, rue Vivienne
Sold by all Chemists.

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS CO., LTD., who are prepared to supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quickest dispatch Telegrams: "Labuan Labuan."
BRADLEY & Co., Agents.
Hongkong, 12th August, 1909. [283]

MITSU BISHI GOSHI KWAISHA (MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA, OCHI, MURATA, HOJO, NAKAZUKA, SAYO, SHINNEI and KAMITAMADA, Collieries.
SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.
HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KARATSU, WAKATSUKI, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.
Cable addresses for above, "TWASAKI" Codes, AI, ABC 5th Ed., Western Union.

AGENTS:—
YOKOHAMA: M. ASADA, Esq.
CHIN KANG: Messrs. GIBLING & Co.
MANILA: Messrs. MACDONALD & Co.
For Particulars apply to
M. BISHI, Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 9th January, 1909. [66]

NOTICES TO CONSIGNEES.

88. "ERNEST SIMONS,"
COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE.

CONSIGNEES of Cargo from London ex "a.s. 'Dordogne'" and "Charente" from Havre ex "a.s. 'Matapan'" from Bordeaux ex "a.s. 'V. de Lille,'" "V. de Cotte" and "Dunkerque" in connection with above Steamers are hereby informed that their Goods, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M. To-day, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 21st inst., at noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 21st inst., or they will not be recognized.
All damaged packages will be examined on the 21st inst., at 3 P.M.
No Fire Insurance has been effected.
P. THOMAS, Agent.
Hongkong, 14th February, 1910. [2]

NOTICES TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO, HULL, LONDON AND SINGAPORE.
THE Steamship

"GLENAVON,"
Capt. B. Woolfenden, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on MONDAY, the 21st inst., at 3 P.M.
All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.
No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 21st inst. will be subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.
Hongkong, 14th February, 1910. [287]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SIKH,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 15th March, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.
Hongkong, 15th February, 1910. [296]

FROM EUROPE.

THE H.A.L. Steamship

"SAXONIA,"
Capt. Bahl, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, whence delivery may be obtained.

Optional Cargo will be forwarded on unless notice to the contrary be given before TO-day.
All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 22nd inst., at 3 P.M.
No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINE.

Hongkong Office.
Hongkong, 17th February, 1910. [303]

OSAKA SHOSHEN KAISHA.

NOTICE TO CONSIGNEES.

The Co.'s S.S. "FITZPATRICK"

FROM TACOMA, JAPAN AND SHANGHAI.

THE above mentioned Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo from alongside.

Cargo remaining on board after FRIDAY, the 25th inst., at Noon, will be landed and stored at Consignees' risk and expense.
Cargo remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on TUESDAY, the 26th inst.
No Fire Insurance whatever will be effected by us in any case whatever.

OSAKA SHOSHEN KAISHA.

Hongkong, 18th February, 1910. [311]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"NIPPON,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

The Steamer brings Cargo from Smyrna ex a.s. "Syrta," transhipped at Port Said.
Corfu ex a.s. "Syrta," transhipped at Port Said.
Venice ex a.s. "Metevich," transhipped at Trieste.
Port Said ex a.s. "Koerber," transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.
No claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before Noon on the 25th inst., or they will not be recognized.

All broken, chafed and damaged goods are to be left in the Godowns, when they will be examined on the 24th inst., at 10 A.M.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th inst. will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELE & Co., Agents.
Hongkong, 18th February, 1910. [3]

THE FLOODS IN PARIS.

(FROM THE "TIMES" CORRESPONDENT.)

Paris, Jan. 20. In view of last night's sharp frost and the more favourable reports which are being received with regard to the state of the Marne and the Seine it had been hoped that by to-day the Seine within the city boundaries would begin to show signs of having reached its highest level. All calculations, however, have been upset by the rain, which has been falling since throughout the night, and whatever soundings are practicable the depth of water shows that notwithstanding the incalculable volume which has penetrated under the city itself through the sewers and the Electric Underground, the level is considerably over 30 ft. high in the channel. The stream is now pouring down at the almost torrential speed of 15 or 16 miles an hour. Fresh intrusions are hourly recorded, and the outlook from every point of view is dispiriting. In the meantime a large number of streets show alarming signs of subsidence, and many houses threaten to collapse.

IN THE MIDDLE OF THE CITY.

All through the night the defending army of troops and civilians has been busily engaged in constructing entrenchments against the advancing flood. Their efforts have in many cases been in vain. The riverside fringe of the Champs Elysees at the western corner of the Place de la Concorde is under water, and the opposite bank has been transformed into a lake, which now almost surrounds the Chamber of Deputies. Part of the Rue de Rivoli has been closed to traffic, and the Underground Railway works at the Place de l'Etoile are threatened, and have been roped off over a wide area. Many shops and restaurants in the Rue de la Paix, the Rue Saint Honoré, the Rue de la Madeleine, the Boulevard Haussmann, the Rue de la Concorde, which is honey-combed with gas, water, and sewage mains, are gradually being filled up in its subterranean parts to an alarming extent. This morning the water penetrated as far up as the Boulevard des Italiens and into the cellar of the building in which the Paris office of The Times is situated. Further north, in the neighbourhood of the Saint-Sauveur Railway Station, a climax has been reached by the bursting of several more drain-pipes, and the consequent flooding of the Rue de Havre and part of the Rue Saint-Lazare. The station square has been roped off, the Terminus Hotel may have to be evacuated, the Magasin de Printemps are closed, and the water has now reached the Boulevard Haussmann, which is flooded to a distance of 300 yards to the west of the Saint-Sauveur Station. The subsidence of the roadway and the evacuation of a number of blocks of houses tell of the devastating inroads of the water underground. In the Rue de Havre, as well as in many other threatened thoroughfares on both sides of the river, workmen are building up the doors and areas of houses with a foot-deep layer of bricks and mortar. The Underground Railway stations at the Tuilleries and in the Grand Palais are now flooded to the ceiling, and crowds watch the water, which is within a few steps of the stairs. The suburban railway line between Saint-Lazare and Auteuil is under water at Lavallois.

THE FIGHT AGAINST THE WATER.

East and west, north and south, the river is gaining ground. The great wine-cellar at Bercy has now been invaded, the Lyons main station stands deserted on an island, which is almost inaccessible, and the underground storerooms of the Halles are completely surrounded. The situation with regard to the principal monuments and public buildings remains as serious as in my despatch yesterday. The Institute is now almost completely surrounded. In the case of the Louvre strenuous efforts are still being made to ward off the menace of the flood, which at many points along the embankment now reaches as high as the top of the quay wall. The pressure against the wall is being relieved by the piling up of thousands of the bags of sand behind it, and cement has been built up along the top of the wall in order to form an additional barrier against the flood. Every inch gained in height is equivalent to an hour's respite. Few sights could be more impressive than the spectacle of hundreds of men working day and night behind the menaced quay walls, with the level of the water above their heads as they bend to their task.

The condition of many of the bridges continues to threaten danger. Traffic between the two banks is being conducted over only a limited number of them. Eight or ten of the bridges are closed. General Cancliet, specially told off for the command of the Eastern district of Paris, has telephoned to the Governor of the city asking for military cartridges with which to blow up the great bulks of timber that are obstructing the arches of the Pont de Tolbiac. This district is occupied by many regiments of Infantry, who are to be reinforced by troops from Lyon. Fresh detachments of soldiers are arriving in the city. In a number of streets in which the water has suddenly made its appearance the panic-stricken inhabitants are being rapidly rescued by means of boats and forage wagons. Although in the majority of these cases there is no immediate danger, terrified women are screaming through the windows for help, and children are crying for food. The soldiers, who cannot take more than a host of people at a time, find the greatest difficulty in persuading them that they intend to return.

A SOLDIER DROWNED.

A corporal of the 5th Infantry Regiment was drowned this morning while escorting a telegraph messenger to a boat along the Quai Debilly. The boat capsized, and the corporal, although a good swimmer, was immediately sucked under by the current. The messenger and the boatman were rescued.

At the entrance to the Champs Elysees this morning a carter who was mounting his untamed horse sank with the animal nearly as suddenly as he. The man was rescued, but the horse was killed.

HOSPITAL PATIENTS IN DANGER.

One of the most moving scenes was the removal, early this morning, of the 400 patients from the Bouteau Hospital, in the Rue de la Convention, which lies in the Javal quarter. Many of the patients were seriously ill, and some of them in a dying condition. Wrapped in blankets and escorted by men of the Fire Brigade, these unfortunate people were conveyed in motor-cars to infirmaries in other parts of the city. Fears are entertained for the regularity of the food supply of hospitals and other public institutions. The municipal hospital for the aged poor at Ivry is cut off by the water and has not been visited for two days. Boats have been unable to approach the institution. General Harment, commanding the 19th Artillery Brigade, has been ordered to establish a regular food supply at all costs.

THE FOOD SUPPLY.

The question of the replenishment of the food supply in general threatens to become a serious problem if existing conditions continue. In the Chamber of Deputies yesterday

the Prime Minister, M. Briand, evaded loud cheers by declaring that the Government would proceed with the full rigour of the law against all looters and other persons of the necessity of life who should abstain from the advantage of the shortage in order to force up prices. The fact that this public warning should have been deemed necessary is sufficiently ominous. In view of the orders to the troops and the general sanitary precautions enjoined upon the population, the state of affairs is rapidly approximating to the conditions of a siege. For the benefit of the population it is stated that there are large reserve stocks of wheat in the military granaries. Unfortunately a large number of mills have been flooded, and as the daily consumption of flour in the capital is estimated at 10,000 metric quintals, every effort is being made to prevent further interruption of the railway service. It is understood that the Ministry of Public Works has issued instructions for trains carrying provisions to Paris to be given precedence over all other classes of goods trains. This order has excited an outcry in various sections of the Press, which, in view of the flooding of the local paper factories, fear that their supplies of printing paper will be cut off. The price of a number of the principal commodities exhibit considerable fluctuations, but, except in the case of vegetables, arrivals in most markets have so far proved normal.

Telegraph and telephone communications are seriously curtailed. Nearly 10,000 telephone subscribers are cut off, and telegraph communications with foreign countries are threatened by the flooding of part of the General Telegraph Office. Direct communications with England, Austria, Holland, and Denmark are impossible, and are maintained only by sending the messages by circuitous lines. The electric light on the left bank of the river has been almost entirely cut off. The supply of drinking water is diminishing.

GERMAN COMMERCE IN 1909.

THE LAST QUARTER'S PHENOMENAL RETURNS.

From Free Traders in Germany, says the Berlin Correspondent of a London paper, express satisfaction at the progress made by the foreign trade of the country during the past ten years, and at the ease with which the recent depression has been overcome.

The last month in the year 1909 was especially favourable, and the *Vossische Zeitung*, one of the chief Free Trade organs, says that the circumstances that Germany exported more goods in the last quarter of that year than it has done in any previous three months, is exceedingly gratifying to Germans.

The development of Germany's foreign trade is shown by the *Vossische Zeitung* in tables giving the weight and value of Germany's exports and imports during the past twelve years. In 1898 the weight of Germany's imports was 427,298,388 double cwt. (a double cwt. being 100 kilograms), and its 220 English pounds. In 1899 it was 446,528,882 double cwt., in 1900, 459,117,993; in 1901, 443,045,774; in 1902, 433,556,519; in 1903, 470,338,476; in 1904, 561,872,001; in 1905, 543,071,912; in 1906, 561,872,001; in 1907, 663,938,320; in 1908, 605,228,850; and in 1909, 629,932,625 double cwt. The weight of Germany's imports was in 1898, 300,943,183 double cwt.; in 1899, 304,032,263; in 1900, 325,817,469; in 1901, 323,625,886; in 1902, 350,295,596; in 1903, 382,808,160; in 1904, 386,555,453; in 1905, 405,662,415; in 1906, 438,218,456; in 1907, 451,108,516; in 1908, 458,795,441; and in 1909, 467,942,040 double cwt. The circumstances that the increase in exports could be maintained during the year 1908, and is still more pronounced in 1909, is due to the large quantities of "fossil combustible material" exported.

The value of the imports during the years 1898 to 1909, inclusive, was, respectively, in millions of marks, 5,030, 5,463, 5,766, 5,841, 5,631, 6,003, 6,354, 7,129, 8,022, 8,771, 7,564, 6,214. The value of the exports, proceeding in the same order (that is, from 1898 to 1909), was, in millions of marks, 4,010, 4,207, 4,611, 4,431, 4,678, 5,014, 5,223, 5,731, 6,359, 6,845, 6,999, 6,881. During the past ten years the value of Germany's imports has thus increased by 42 per cent, and the value of her exports by 54 per cent.

The circumstances that the increase in value of imports in 1909, as compared with 1908, was relatively greater than that of the exports, is described by the *Vossische Zeitung* as "a favourable sign that Germany's need of raw products has, in consequence of the improvement of trade during the second half of last year, steadily increased, while the production and market for goods are only hesitatingly following the upward movement."

WHITELEY'S
THE BIGGEST STORE
IN THE WORLD.
HIGH QUALITY. MODERATE PRICES.
PROMPT ATTENTION.
WM. WHITELEY Ltd.,
UNIVERSAL PROVIDERS,
WESTBOURNE GROVE & QUEEN'S RD.,
LONDON, W.

Healthy Children.

Can only be reared by giving suitable nourishment. If unable to feed your child the proper substitute is a food that corresponds in all respects with human milk. The "Allenburys' Milk Food" is so prepared as to remove the difference between cow's milk and human milk, and is most easy of digestion. They are alike suitable for the delicate and robust, and when used without fear of causing digestive disturbance.

The Allenburys' Foods.

MILK FOOD No. 1. From birth to 3 months.
MILK FOOD No. 2. From 3 to 6 months.
MALTED FOOD No. 3. From 6 months and upwards.

A Pamphlet on Infant Feeding and Management, Free.

ALLEN & HANBURYS Ltd., 37, LOMBARD STREET, LONDON, E.C.

BENGER'S
FOOD
A Food of great nutritive value which can be made suitable for any degree of digestive power by the simple process of letting it stand for a longer or shorter period at one stage of its preparation.
When strength is returning after illness, a carefully regulated and increasing amount of exercise for the digestive functions is beneficial. Benger's Food is the only food which can be prepared so as to give the stomach this regulated amount of work.
Benger's Food is sold in Tins by Chemists, &c., everywhere.

DINNEFORD'S
The Universal Remedy for Acidity of the Stomach, Headaches, Heartburn, Indigestion, Sour Eructations, Biliary Affections.
DINNEFORD'S
MAGNESIA
The Physician's Cure for Gout, Rheumatic Gout and Gravel.
Relief and most Effective Remedy for Regular Use.

COLEMAN'S
WINCARNIS,
THE GREATEST TONIC
IN THE WORLD.
WHAT IT has done for OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it.
"WINCARNIS" has a charm all its own, which you cannot fail to appreciate.
The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.
BUY IT TO-DAY
From any leading Chemist.
MUSTARD & COMPANY.
Wholesale Distributors for China and Hongkong.
No. 22, Museum Road, Corner of Southview Road, Shanghai. [257]

YOKOHAMA ENGINE AND IRON WORKS, LTD.

HALF-YEARLY MEETING.

The half-yearly general meeting of shareholders of the Yokohama Engine and Iron Works, Ltd., was held on the 31st ultimo at the office of the company, No. 161, Yokohama, Mr. F. J. Abbott presided, reports the *Japan Gazette*, there being also present Messrs. N. F. Smith, M. Russell, Fr. Bets, C. Griffin, W. K. Trezise, W. B. Fellows, Lukins, A. E. Fisher, J. W. Weaver, H. W. Lee, M. J. Walter, and Mr. B. T. Bell (Secretary).

The Secretary having read the notice convening the meeting, the Chairman said:—"It is to be regretted that our Chairman, Mr. R. C. Howard, is unable to be present at this meeting, as on account of his health he has been compelled to seek a warmer climate for a short period of time. As customary at our half-yearly meetings, you will find laid on the table the statement of accounts of the working of the company for the six months ended November 30th, last. Your Directors regret that there is such a poor showing, but are all well aware there has been great depression in trade, not only in Japan, but in most countries, and we have been feeling this depression most acutely. This poor result is entirely due to the absence of orders to keep the works fully employed. You will observe from the accounts that after the usual deduction for depreciation there has been a loss of ¥12,191.30 for the half year, or without any allowance for depreciation a loss of ¥3,607.85. After deducting this loss from the balance of profit brought forward from the previous half year, there still remains a balance of profit to be carried forward of ¥27,643.03. Your Directors hope that when trade does revive, and it is a long time that has no turning, that a more favourable report of the Company's working will be presented to you. Before moving the adoption of the statement of accounts I shall be pleased to answer any questions that shareholders may wish to make."

The Chairman said, no question being asked, he proposed that the statement of accounts for the half year to 30th November, 1909, be adopted. This was seconded by Mr. A. E. Fisher and carried unanimously.

The meeting then terminated.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THORNE'S OLD VAT

SOLE AGENTS IN HONG KONG, CHINA & MANILA: A. S. WATSON & CO., LTD.

ON SALE.

THE FIFTY YEARS ANGLICAN CHINESE CALENDAR

日曆英中 年十五
FROM 1ST JANUARY, 1904 TO 31ST DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 80TH YEAR OF THE 76TH CYCLE.

PRICE \$2 CASH.
On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World, unrepresented by Agents on receipt of Money Order.

SHIPPING.

ARRIVALS.
ANHEI, British str., 1350, J. B. Harris, 20th Feb.—Shanghai 17th February, General—Butterfield & Swire.
ALBAKE Maru, Japanese str., 2983, T. Ota, 20th Feb.—Mitsui 14th Feb., Coal—Mitsui Bussan Kaisha.
BOMBAY Maru, Japanese str., 3398, J. Teramoto, 20th Feb.—Kobe and Moji 15th Feb., General—Nippon Yusen Kaisha.
BOHNEO, German str., 1344, T. Sembill, 20th Feb.—Sundakan 15th February, Timber—Melchers & Co.
CANTON, British str., 19th Feb.—Canton.
DAKOR Cassin, British str., 2655, B. V. Smith, 19th February—Singapore 12th February, General—Dobson & Co.
DANTA Maru, Japanese str., 1359, Kobayashi, 19th February—Wakamatsu 13th Feb., Coal—Mitsui Bussan Kaisha.
HAICHING, British str., 1267, W. C. Passmore, 20th Feb.—Coast Ports 19th Feb., General—Douglas, Leppin & Co.
HILARY, German str., 1276, R. Hatje, 19th Feb.—Daly, General—Jawa-China-Japan Line.
HYON, British str., 4232, I. A. Davies, 20th Feb.—Shanghai 17th February, General—Butterfield & Swire.
JACOB Dierckheisen, German str., 623, A. Hansen, 20th Feb.—Fakhoi and Hoihow 19th Feb., General—Jensen & Co.
JAPAN, British str., 5505, J. G. Oliff, 20th Feb.—Moji 15th Feb., General—Davis Sassoon & Co.
PETROBRAS, German str., 1393, C. Gosewisch, 19th February—Bangkok 9th Feb., Bisco—Butterfield & Swire.
SELUN, Norwegian str., 19th Feb.—Canton.
TAISHAN, Chinese str., 1216, Panmore, 20th Feb.—Shanghai 17th February, General—Order.
TUNGSHING, British str., 1173, W. Stalker, 20th Feb.—Daly, 15th February, Coal—Jardine, Matheson & Co.
WASHING, British str., 1170, W. F. Richard, 20th Feb.—Moji 15th Feb., Coal—Jardine, Matheson & Co.
WAKAMATSU Maru, Japanese str., 2778, U. Akawa, 18th Feb.—Wakamatsu 12th Feb., Coal—Mitsui Bishi Kaisha.
XATHRING, British str., 1424, S. J. Payne, 19th Feb.—Amoy 18th February, Coal—Jardine, Matheson & Co.

DEPARTURES.

19th February.
AGATE, British str., for Bombay.
HINDAL, Norwegian str., for Saigon.
HUEN, Japanese battleship, for Japan.
IWAMI, Japanese cruiser, for Japan.
KIANG CHING, Chinese str., for Chinkiang.
KWANGSE, British str., for Swatow.
MIKASA, Japanese battleship, for Japan.
MUNSTER, British str., for Saigon.
ONGSANG, British str., for Kobe.
PONGTONG, German str., for Bangkok.
RYUN, British str., for Manila.
SAGAMI, Japanese cruiser, for Japan.
SAKONIA, German str., for Shanghai.
SHIKESHA, Japanese battleship, for Japan.
SHIMOYU Maru, Jap. str., for Amoy.
SUISHAN, British str., for Canton.
SUVO, Japanese cruiser, for Japan.
TAIHEI, Dutch str., for Yokohama.
20th February.
ASORAN Maru, Japanese str., for Taiwan.
BOUVON, French str., for Saigon.
CANTON, British str., for Saigon.
C. DIERCKHEISEN, German str., for Hoihow.
CHIKKI, British str., for Saigon.
CHUYANO, British str., for Shanghai.
DALIN Maru, Jap. str., for Swatow.
ELAK, British str., for Palawan.
HAKUM, British str., for Swatow.
HAKUM, Norwegian str., for Bangkok.
IRISAKI, German str., for Singapore.
LIKAI, British str., for Shanghai.
MAHANO, British str., for Sandakan.
NINGPO, British str., for Amoy.
SELUN, Norwegian str., for Saigon.

SHIPPING REPORTS.

The Chinese str. **Taishan** reports: Fine weather, moderate N.E. monsoon.
 The British str. **Haiching** reports: Moderate winds N.E. and sea, cloudy weather.
 The British str. **Washing** reports: A N.W. gale was experienced until making the China Coast about Tientsin Island, then the wind veered round to the N.E. and a moderate monsoon, was encountered until off Breaker Point, when the wind and sea dropped and light variable winds and a smooth sea and hazy weather to port.

VESSELS IN DOCK.

February 18th.
Kowloon Dock—H.M.F.S. **Beina**, **Amelia**, **De Lima**, **Empress of India**, **Taishan**, **Chipsing**, **Pereira**, **Elia**.
Cosmopolitan Dock—**Chiller**.

Taipei Dock—**Kaidang**, **Neuchang**, **Kanai**, **St. Basil**, **Shanghai**, **Shanghai**, **Kaitung**, **Union**, **Water**, **Boat** No. 8 and 9, **Chinkiang**, **Nanchang**, **Sui Cheong**, **Tsimchi**, **Kwintin**, **Kashing**.

VESSELS ON THE BERTH.

REGULAR STEAMSHIP SERVICE
 (WITH LIBERTY TO CALL AT MALACCA COAST).
 PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
"PATHAN" about 26th Feb.
 For Freight and further information, apply to
DODWELL & CO., LTD.
 Agents.
 Hongkong, 2nd February, 1910. [25]

"SHIRE" LINE OF STEAMERS, LTD.
 FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship
"CARMARTHENSHIRE"
 Capt. R. L. Daniels, R.N.R., will be despatched above about the 1st March.
 For Freight or Passage, apply to—
JARDINE, MATHESON & Co., Ltd.
 Agents.
 Hongkong 1st February, 1910. [245]

THE AMERICAN AND ORIENTAL LINE.
 FOR BOSTON AND NEW YORK.
 (With Liberty to Call at the Malabar Coast).

THE Steamship
"WELSH PRINCE"
 will be despatched for the above Ports on TUESDAY, the 8th March, 1910.
 For Freight or Passage, apply to
ARNOLD, KARBURG & Co.
 General Agents.
 Hongkong, 1st February, 1910. [246]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, ROTTERDAM & ANTWERP.	CARMARTHENSHIRE	Brit. str.	—	W. Gregory	JARDINE, MATHESON & Co., Ltd.	About 21st inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	NYANIA	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	About 23rd inst.
LONDON, ROTTERDAM & ANTWERP.	CARMARTHENSHIRE	Brit. str.	—	R. L. Daniels, R.N.R.	JARDINE, MATHESON & Co., Ltd.	About 1st March.
LONDON &c. via Usual Ports of Call.	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 5th Mar., at Noon.
OPENHAGEN & BALTIC PORTS.	INDIAN	Swed. str.	1 w.	Muller	MELCHERS & Co.	End of Feb.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SAMSKIA	Ger. str.	1 w.	Sachs	HAMBURG-AMERICA LINE	On 15th March.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOVIA	Ger. str.	1 w.	Bahl	HAMBURG-AMERICA LINE	On 27th March.
HAVRE & HAMBURG VIA STRAITS, &c.	SILONIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 3rd April.
MAESEILLES &c. via Ports of Call.	SHIMIA	Ger. str.	1 w.	Gulonnet	MESAGERIES MARITIMES	On 1st Mar., at 1 P.M.
MAESEILLES & HAMBURG VIA STRAITS, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 15th March.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 2nd Mar., at D'light
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 16th Mar., at D'light
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 30th Mar., at D'light
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 23rd inst., at Noon.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 26th inst., P.M.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	About 22nd inst.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 8th March.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 26th inst., at 7 A.M.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 10th March.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 24th Mar., at Noon.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 29th Mar., at Noon.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 23rd inst., at Noon.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 26th inst., at Noon.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 25th inst., at D'light
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 14th Mar., at 4 P.M.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 18th March, at Noon.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 15th April, at Noon.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	About 5th March.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	To-day, at Noon.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 16th Mar., at Noon.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 23rd inst., at Noon.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	Quick despatch.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	To-morrow, at 4 P.M.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	About 20th inst.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	About 24th inst.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 24th inst., at 4 P.M.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 24th inst.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 24th inst., at D'light
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 25th inst., at D'light
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 25th inst., at Noon.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	About 25th inst.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 27th inst., at D'light
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 27th inst., at D'light
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 27th inst.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 28th inst., P.M.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 28th inst.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	About 4th Mar.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 8th Mar., at Noon.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 12th March.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	Quick despatch.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 2nd Mar., at 10 A.M.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	To-morrow, at 10 A.M.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 25th inst., at 10 A.M.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	To-morrow, at 3 P.M.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 25th inst., at 4 P.M.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 26th inst., at Noon.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 1st Mar., at 3 P.M.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 4th Mar., at 4 P.M.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	On 5th Mar., at Noon.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	To-morrow, at 4 P.M.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	End of Feb.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	To-morrow.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	To-morrow, at Noon.
MAESEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMIA	Ger. str.	1 w.	Hohl	HAMBURG-AMERICA LINE	Quick despatch.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.C., TACOMA & SEATTLE

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
KUMERIC	4232	J. Mathie	On 10th March, 1910
AMERIC	4363	J. Boyd	On 7th April.
SUVERIC	4232	S. Shotton	On 5th May.
OGBANO	4657	F. W. Davies	On 2nd June.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.

Hongkong, 18th January, 1910.

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL.
NAPLES, GENOA, ALGIERS.	"YORCK"	Wed'ay, 23rd Feb., at Noon.
GIBRALTAR, SOUTHAMPTON.	"PRINZESS ALICE"	About Thursday, 24th February.
ANTWERP & HAMBURG.	"PRINZ WALDEMAR"	Friday, 25th Feb., at D'light.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA.	"BORNEO"	End of February.
MANILA, YAP, NEW GUINEA, SAMARAI, BRISBANE, SYDNEY, and MELBOURNE.	"PRINZ SIGISMUND"	About Saturday, 5th March.
KUDAT & SANDAKAN.		
YOKOHAMA & KOBE.		

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 15th February, 1910.

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.
"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS TOKYO-HAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPERESS OF INDIA" Sat., 26th Feb.	"EMPERESS OF IRELAND" Fri., 25th Mar.
"EMPERESS OF JAPAN" Sat., 26th Mar.	"EMPERESS OF IRELAND" Fri., 22nd April
	From Quebec.
"EMPERESS OF CHINA" Sat., 23rd April	"EMPERESS OF IRELAND" Fri., 20th May
"EMPERESS OF INDIA" Sat., 14th May	"ALLAN LINE" Friday, 10th June
"EMPERESS OF JAPAN" Sat., 4th June	"EMPERESS OF BRITAIN" Fri., 1st July

"Emperess" Steamships leave HONGKONG at 7 A.M. at 12 Noon.
THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.
 Hongkong to London, let Canada, via Canadian Atlantic Port or New York 27/10 Intermediate or Steamers and 1st Class Railway. 243, 245.
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
 Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China, Corner Pender Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA.	"TONKIN"	On 29th Feb., P.M.
MARSEILLES VIA PORTS.	"REMANDEMENT"	On 1st March.
SHANGHAI, KOBE & YOKOHAMA.	"POLYNESIE"	On 14th Mar., P.M.
MARSEILLES VIA PORTS.	"ERNEST SIMONS"	On 15th Mar., 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227/10s. up to 271/10s. 20 hours Railway from Marseilles to London. Intermediate most Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT,
 Queen's Building.

Hongkong, 16th February, 1910.

VESSELS ON THE BERTH.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"CARMARTHENSHIRE"
 Captain W. Gregory, will be despatched as above about 21st February.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.
 Agents.
 Hongkong, 17th January, 1910. [186]

FOR SHANGHAI, KOBE AND MOJI.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG COLOMBO, Port Said and Marseilles	NYANZA	About 23rd Feb.	Freight and Passage.
SHANGHAI MOJI, KOBE and YOKOHAMA	Capt. H. S. Bradshaw	About 25th Feb.	Freight only
SHANGHAI	MAISONVILLE	About 4th March	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DELTA	March 5th	See Special of Call

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 21st February, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 22nd Feb. 3 P.M.
CEBU & ILOILO	"KATONG"	On 22nd Feb. 4 P.M.
TIENTSIN	"HUICHOW"	On 23rd Feb. 4 P.M.
SHANGHAI	"ANHUI"	On 24th Feb. 4 P.M.
SHANGHAI	"CHINHUA"	On 24th Feb. 4 P.M.
MANILA	"TEAN"	On 1st Mar. 3 P.M.
MANILA, ZAMBOANGA, THUR- SDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 14th March, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light
throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.
REDUCED FARES. Cargo booked through for all Australian, New Zealand and
Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior
Passenger accommodation with Electric Light throughout and Electric Fans in the State-
rooms and Dining Saloon.

MANILA CARNIVAL, 5th to 14th FEBRUARY. S.S. "TEAN" will sail hence for Manila
on 1st February and S.S. "TAMING" sails from Manila on 15th idem for Hongkong.
Special Reduced return fare of \$50.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN,"
"CHINHUA" and "LINTAN") with excellent accommodation, Electric Light throughout
and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai
direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze
and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY
Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY
Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of
transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

NIPPON YUSEN KAISEI.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATE
MARSHALLS, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO and PORT SAID	KAGA MARU Capt. M. Hoshino	7,000	WED'DAY, 2nd Mar. at Daylight.
	ATSUTA MARU Capt. Wm. Thompson	9,000	WED'DAY, 16th Mar. at Daylight.
	HITACHI MARU Capt. N. Matheson	7,000	WED'DAY, 30th Mar. at Daylight.
VICTORIA B.C. & SEATTLE	TAMBA MARU Capt. K. Sato	6,500	WED'DAY, 16th Mar. from YOKOHAMA

VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOIKOBE, YOKOHAMA and YOKOHAMA	AWA MARU Capt. S. Ishikawa	7,000	TUESDAY, 29th Mar., at Noon.
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SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	7,000	FRIDAY, 18th March, at Noon.
	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 15th April, at Noon.

MOJI, KOBE & YOKOHAMA	SHENANO MARU Capt. E. Takada	7,000	MONDAY, 21st Feb., at Noon.
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BOMBAY via SINGAPORE and COLOMBO	BOMBAY MARU Capt. W. Evans	5,000	TUESDAY, 22nd February.
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NAGASAKI, MOJI, KURE and YOKOHAMA	HAKATA MARU Capt. J. Dring	6,500	WED'DAY, 23rd Feb., at Noon.
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SHANGHAI, MOJI and Kobe	TAKASAKI MARU Capt. A. Mooker	5,000	THURSDAY, 24th February.
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NAGASAKI, MOJI and Kobe	YAWATA MARU Capt. T. Sekine	5,000	WED'DAY, 16th Mar., at Noon.
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† Fitted with New System of Wireless Telegraphy. 1. Cargo only. * Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States,
Canada and Europe, in connection with the Great Northern and Northern Pacific
Railways and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki
and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
From Hongkong direct to Nagasaki 4 days; to Kobe 5 days and to Yokohama 6 days.
For further information as to Freight, Passage, Sailings, etc., apply at the Company's
Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 19th February, 1910.

T. KUSUMOTO,
MANAGER.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.



STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Bodger	Manila	On 25th Feb. Noon.
RUBI	2540	A. Fraser	Manila	On 5th Mar. Noon.

For Freight or Passage apply to

SHEWAN TOMES & CO.,
General Managers.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levant, Black Sea and Baltic Ports,
and all North and South American Ports
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	FOR HAVRE & HAMBURG:
S.S. C. FERD. LAEISZ .. 27th Feb.	FOR S. SEGROVIA .. 10th March.
S.S. LIBERIA .. 12th March.	FOR S. SAMBLA .. 15th March.
S.S. ALESIA .. 25th March.	FOR MARSSEILLES & HAMBURG:
	S.S. SLAVONIA .. 15th March.
	FOR HAVRE & HAMBURG:
	S.S. SAXONIA .. 27th March.
	FOR HAVRE & HAMBURG:
	S.S. SPEZIA .. 3rd April.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 29th January, 1910.

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SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. KIYO MARU	17,200 tons gross	Sail Feb. 26th, at Noon.
S.S. BUJO MARU	10,500	April 27th, at Noon.
S.S. HONGKONG MARU	11,000	June 25th, at Noon.
S.S. KIYO MARU	17,200	Aug. 24th, at Noon.
S.S. BUJO MARU	10,500	Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000	Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building.

Hongkong, 31st January, 1910.

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THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-
SERRIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE ORBERAMERGAU PASSION
PLAYS of 1910.

Head Office for the Far East:—
15, DES VOUX ROAD,
HONGKONG.

Japan Office:
14, WATER STREET,
YOKOHAMA.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU	JAVA	First half of Feb.	JAPAN	Second half of Jan.
TJILATJAP	JAPAN	Second half of Feb.	JAVA	Second half of Feb.
TJILWONG	JAPAN	Second half of Feb.	JAVA	Second half of Feb.
TJIKINI	JAVA	Second half of Feb.	SHANGHAI	Second half of Feb.
TJIPANAS	JAVA	Second half of Feb.	JAPAN	Second half of Feb.
TJIBODAS	JAVA	Second half of Feb.	SHANGHAI	Second half of Feb.

The Steamers are all fitted throughout with Electric Light and have accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.

Yok Buildings, 1st Floor.
Hongkong, 2nd February, 1910.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND

RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest
and fastest route from the Pacific Coast to Chicago). Taking
cargo on through Bills of Lading to all Overland Common Points
in the U.S.A. and Canada, also to the principal ports in Mexico,
Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
TACOMA via MOJI, KOBE and YOKOHAMA	"CHICAGO MARU" Capt. I. Gotoh	6,182	WED'DAY, 23rd Feb., at Noon.
	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 23rd March, at Noon.
TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"FITZPATRICK" Capt. R. E. Hutchinson	4,416	FRIDAY, 4th March, at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage
Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low
Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention
given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
SHANGHAI via SWATOW, AMOY & FOCHOW	"CHOSHUN MARU" Capt. T. Sueda	THURSDAY, 24th Feb. at Daylight.
ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. K. Sugi	WED'DAY, 2nd Mar. at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.
First Class Cuisine.

The Newly Built Steamers "CHOSHUN MARU" and "SOSHU MARU" have First Class
Cabin AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local
Branch Office, at Second Floor, No. 1, Queen's Building.

T. ARIMA,
MANAGER.

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PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
Steamer	Tons	Steamer	Tons	
DELTA	8000	MALWA	11,000	April 2
MACEDONIA	10,500	(Through Steamer calling at Bombay)		April 8
DEVANHA	8000	MONGOLIA	10,500	April 16
ASSAYE	8000	MARMORA	10,500	April 22
DELTA	8000	MOORE	11,000	April 30
		MOULTAN	10,000	May 6
				May 14
				May 20
				May 28
				June 3
				June 10
				June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also
to the Express Mail Steamer at FORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):
1st SALOON £71.10 SINGLE. £106.14 RETURN.
2nd " " £43.8 " " £72.12 " "

In addition to the above Mail Steamers the following:—
INTERMEDIATE (NON-TRANSIT) STEAMERS
WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
SUMATRA	February	March
NYANZA	February	April
SUNDA	March	May
NILE	March	June
SABDINIA	April	June
NORE	May	July

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES
FARES TO LONDON (Including Surtax):
1st SALOON £55.0 SINGLE. £82.10 RETURN.
2nd " " £38.10 " " £71.4 " "

* Carry 1st and 2nd Saloon Passengers.
For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

1075

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON
THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS
PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAICHING"	SWATOW, AMOY and FOOCHOW	TUESDAY, 22nd Feb. at 10 A.M.
"HAI TAN"	SWATOW, AMOY and FOOCHOW	FRIDAY, 25th Feb. at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL
ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR
BLAKE PIER).

* Swatow for Passengers only.
For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 21st February, 1910.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"KUMANG"	Tuesday, 22nd Feb. Noon.
TIENTSIN	"CHEONGHENG"	Tuesday, 22nd Feb. 4 P.M.
SHANGHAI	"WAISHING"	Friday, 25th Feb. Daylight.
MANILA	"YUENSANG"	Friday, 25th Feb. 4 P.M.
SHANGHAI	"TUNGSHING"	Sunday, 27th Feb. Daylight.
MANILA	"LOONGSANG"	Friday, 4th Mar. 4 P.M.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 8th Mar. Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for
Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a
to stay 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe.
These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
* Steamers have superior accommodation for First Class Passengers and are fitted throughout
with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang
Telephone No. 215, Sul. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 19th February, 1910.

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EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	About 20th February
COPENHAGEN and EALIC PORTS	"INDIEN"	End of February

For Further Particulars apply to

MELOHERS & CO.,
AGENTS.

Hongkong, 29th January, 1910.

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HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

Vessel

BUT

WINE AND SPIRIT MERCHANTS

February 19th

SUBSIDIARY COINS.

February 14th

HONGKONG, FEBRUARY 19TH, 1910

SHIPPING IN PORT

1499] —

ALM for the Concerned at 10A Des Vaux Road
1 Fleet Street E.C.

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